

## **Task Force 4**

### **12/16/14**

For the committee's goals, objectives, and performance measures there is a Weebly site, but may switch to Google Docs.

Phil is lobbying for finding a transportation consultant to assist with the transportation aspect of the Master Plan.

The committee came up with categories that will help with our ideas for improving transportation in, around, and to campus. They include but are not limited to:

- Safety
- Accessibility
- Consistency
- Efficiency
- Convenience
- Sustainability
- Scalability

In regards to safety, there is a need to reduce vehicle crashes, vehicle and pedestrian crashes, vehicle and bike crashes, and pedestrian and bike crashes.

- ITC is very inaccessible, have to cross University Ave from central campus – 4 lanes.
- Special event issues

### Data

Crashes around campus and in UNI parking lots are recorded by the DOT because it is state property. Public safety has injury/illness forms that show bike and pedestrian crashes on campus. Dean Shores is in risk management and could help us out with the data. The hot spots for incidents are:

- 27<sup>th</sup> ST and Minnesota
- 23<sup>rd</sup> ST and Campus
- 23<sup>rd</sup> ST and Indiana

### Strategies

Green paint could be used for conflict zones, but may be an issue with our winter weather. The campus should figure out modal hierarchy – which mode of transportation should we cater to the most? UNI could consider traffic calming. It was suggested to add gates to cut down on pedestrian/vehicle contact during busy times in the busiest spots. When the ramp on the north side of campus was built, there was a study on this subject. Another idea was to paint intersections and crosswalks. The city provides paint, but not labor. Possibly establish a neighborhood block party for that.

For accessibility, the committee focused on people with temporary disabilities, physical disabilities, and different social groups and how they get to and around campus. The goal is to minimize barriers, transportation issues, convenience, and reliability with public transit. This

includes snow and ice removal, broken sidewalks, and inaccessible bus stops. Many rooms on campus are not handicap accessible (ex. Gold Room in Maucker). There is also no transportation after 6PM, so any evening events would be inaccessible. Even bus accessibility is an issue dealing with turning radius, and visibility.

### Data

Find accessible routes in and throughout campus, entrances, and inventory.

### Strategies

Campus accessibility map with routes, entrances and rooms. It was suggested to pair with paratransit for accessibility to and from campus.

The committee would like to focus on consistency with internal and external partners.

- Campus police
- RTD

The committee would like to see plans and neighborhood impact from external partner. INRCOG has a long range, non-motorized plans. The city of Cedar Falls has a bike plan, comp. plan, and a pedestrian plan. The bike plan focuses more on commuter transit with long roadways and connections to neighborhoods.

- Bike lanes
- Routes (not separated from roadways)

The pedestrian plan is Metro-wide, and won't be done until 2016. UNI could influence it as an institution – fill the gaps. Make it efficient and reliable.

The group figured that design could go under all categories. It has relationships with all of the ideas.

The committee looked over a 10 year old thesis for public transportation that was done on campus. It touched on walkers and drivers, and tried to see how it could make them use public transportation.

- Surveys: 66% of students had cars on campus
  - o 82% of total students owned a car
- Most people who tried to get to east-central campus from off campus drove there.

Another idea that was suggested was car share. It would be especially good for international students that would not have a car at UNI, and would help with on-campus and rental units parking reduction. The cars should not be stationed at the front of the buildings, but a little remotely so they are not overused for nonsensical things. If the cars are remotely located, the campus needs to have good walkways to easily get there.

The committee didn't touch on convenience, sustainability, or scalability.

**Actions**

For the next meeting, the committee would like to see projections of traffic volume – a long range plan.

Also the impacts of the Cedar Falls HS – contact DOT to provide info,  
and the FY16 construction of Greenhill Rd (INRCOG) would be good information to have.

Meeting adjourned at 4:00PM. Our next meeting is scheduled for  
January 20 from 2:30-4:00PM in the Oak Room in Maucker Union.